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## RAILEGADS IMPROVE OPERATIONS

NATURGADE DECREASE TURNAROUND TIME -- DOPUS, NO 222, 18 Sep 49

Although the Yugoslav railroads now have 19.4 percent fewer locomutives, 20 percent fewer passenger cars, and 3.7 percent fewer freight cars than before the war, during the first half of 1949 they carried 188 percent more passengers and 121 percent more freight than in 1938 through decreasing the turnaround time of locomotives and railroad cars.

During the same period, about 7,000 kilometers of old track were repaired and about 1,500 kilometers of new line built, with the help of the People's Front, youth workers, and the Army.

The Yugoslav railroads now carry 184 percent more coal, 152 percent more ore, 156 percent more metallurgical products, 170 percent more processed and unprocessed wood, 170 percent more cement, 303 percent more gypsum, 222 percent more of other construction materials. 127 percent more wheat and flour, 144 percent more sugar beets, and 1.69 percent more of other goods than in 1939.

In 1948, the turnaround time of freight cars was reduced by about 20 percent as compared with 1939, so that an average of 2,711 more cars per day were available for loading. During the first half of 1949, this figure had risen to 6,000 more per day.

However, railroad cars still spend only 8 out of 24 hours in motion and stand for 16 hours in stations. Efforts are being made to reduce this delay by giving advance notice to the industrial enterprises concerned so that loading and unloading preparations may be completed before the train arrives in the station, and by increasing the number of through trains. Sugar beets, for example, can be carried by through train two or three times faster and more economically.

By the end of June 1949, there were 80.6 percent more serviceable locomotives in Yugoslavia than in 1930. There are 1.1 percent more serviceable locomotives now than in 1941.

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COMCRETE TIES TO BE MADE DOMESTICALLY -- Rad, Ho 210, 3 Sep 49

A large factory will be built in Yugoslavia for the production of a maximum of 12,000 reinforced concrete railroad ties per shift. Most of the mecassary machinery has been built by Yugoslav specialists. This factory will be one of the largest enterprises in the Yugoslav railroad industry.

The reinforced concrete railroad tie was invented by Engineer Zivadin Radojkovic. Elasticity of the connection between the rail and the tie is assured by the insertion of a specially shaped plate of a new plastic meterial. This clastic can be made in Yugoslav factories of Yugoslav materials.

Reinforced corerete ties are much cheaper than those made of beech and oak, which are scarce on the world monket.

REBUILT SHIP MAKES FIRST VOYAGE -- Vjesnik, No 1359, 13 Sep 49

Split -- The SS Hrvatske, formerly the Lawrence Victory, is one of the most modern vessels in the Yugoslav marchant marine. On 11 September the Ervatska sailed from the "Vicko Krstalovic" Shipyard on its first test voyage.

The Hrvatska has a capacity of 10,350 tons or 7,908 gross register tons. Powered by 6,000-horsepower oil-burning turbines, it can attain a speed of 16 knots. The Hrvatska is 137 meters long with a beam of 20 meters and a height of 102 meters above the water line. It has modern loading and unloading equipment, including ten 5-ton cranes.

The ship was built in North America in 1945. In 1947 it struck a mine off Dubrovnik and was abandoned by its crew. Its owners considered it beyond repair and sold it to the Yugoslav government. The ship was towed with great difficulty into the small port of Viganj and then to the "Vicko Krstulovic" Shipyard, where it has been undergoing repairs ever since. Despite shortages of equipment and skilled and unskilled labor, the reconstruction was completed on schedule.

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